

CITY OF SAN JOSÉ, CALIFORNIA  
Department of Planning, Building, and Code Enforcement  
801 North First Street, Room 400  
San José, California 95110-1795

Hearing Date/Agenda Number  
P.C. 6/12/02 Item #: 4.d.

File Number  
PDC02-025

Application Type  
Planned Development Rezoning

Council District  
6

Planning Area  
South

Assessor's Parcel Number(s)  
455-39-019

## STAFF REPORT

### PROJECT DESCRIPTION

Completed by: Darren McBain

Location: South side of Foxworthy Avenue approximately 500 feet easterly of Old Almaden Road

Gross Acreage: 6.7

Net Acreage: 6.7

Net Density: 15.9 DU/AC

Existing Zoning: A(PD) Planned Development

Existing Use: Vacant

Proposed Zoning: A(PD) Planned Development

Proposed Use: Up to 83 single-family detached residential units

### GENERAL PLAN

Completed by: DM

Land Use/Transportation Diagram Designation  
Medium Density Residential (8-16 DU/AC)

Project Conformance:  
☒ Yes   ☐ No  
☐ See Analysis and Recommendations

### SURROUNDING LAND USES AND ZONING

Completed by: DM

North: Single-family attached residential

A(PD) Planned Development

East: Single-family attached residential

A(PD) Planned Development

South: Automobile dealership (Capitol Ford)

CG-Commercial

West:: Guadalupe River/SCVWD-owned property

A-Agriculture

### ENVIRONMENTAL STATUS

Completed by: DM

☐ Environmental Impact Report found complete  
☒ Negative Declaration circulated on May 21, 2002  
☐ Negative Declaration adopted

☐ Exempt  
☐ Environmental Review Incomplete

### FILE HISTORY

Completed by: DM

Annexation Title: Canoas No. 28

Date: November 17, 1997

### PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

☒ Approval  
☐ Approval with Conditions  
☐ Denial  
☐ Uphold Director's Decision

Date: \_\_\_\_\_

Approved by: \_\_\_\_\_  
☐ Action  
☒ Recommendation

### APPLICANT/DEVELOPER

### OWNER

Summerhill Homes  
777 California Avenue  
Palo Alto, CA 94303

D & J Hillview LLC  
1764 The Alameda  
San Jose, CA 95126

**PUBLIC AGENCY COMMENTS RECEIVED**

Completed by: DM

**Department of Public Works**

See attached memo

**Other Departments and Agencies**

Not attached

**GENERAL CORRESPONDENCE**

None received

**ANALYSIS AND RECOMMENDATIONS****BACKGROUND**

The applicant, Summerhill Homes, is proposing to rezone a 5.8-gross-acre site from A(PD) Planned Development to A(PD) Planned Development to allow up to 83 single-family detached residential units. The proposed project consists of two-story buildings that are similar to garden townhouses in terms of their appearance, density, and site layout, but are detached from each other and separated by approximately six feet.

The subject site, which is known as the Rubino property, is currently vacant and undeveloped. The site was the subject of a previous Planned Development Rezoning (File No. PDC97-014), approved in 1998 that covered the entire Rubino property, the southern portion of which is the subject of the current rezoning. The previous rezoning facilitated the connection of Foxworthy Avenue to Pearl Avenue, bisected this irregular triangle-shaped subject parcel from the larger residential area to the north. Under the previous zoning, this portion of the overall site was zoned to allow automobile storage uses related to the anticipated expansion of the nearby car dealerships on Capitol Expressway. The northerly portion is developed with the approved 950 housing units.

Last year, Summerhill Homes obtained a General Plan Amendment from General Commercial to Medium Density Residential (8-16 dwelling units per acre, or DU/AC) on the subject portion of the site to facilitate this specific residential project.

The surrounding land uses consist of two-story single-family attached residences to the north of the site across Foxworthy Avenue. Old Hillsdale Avenue, which divides the site from the existing automobile dealership to the south, is anticipated to be vacated. This street currently functions as a private driveway providing access to the rear area of four existing automobile dealerships fronting onto Capitol Expressway. The Capitol Ford dealership, located directly to the south currently, has filed a Conditional Use Permit application (File No. CP02-026) to allow redevelopment of the site with expanded operations. The Guadalupe River is located to the west on a parcel owned by the Santa Clara Valley Water District. Single-family detached residences, and a portion of the attached residential project approved under the previous Planned Development Rezoning, are located across Pearl Avenue and

Foxworthy Avenue to the east. The far easterly and narrowest portion of the site is not a part of this project. The applicants have indicated the possibility of proposing a residential development on this 0.92 acre site at a future date, which would require a separate Planned Development Rezoning.

### Project Description

The proposed project consists of 83 single-family detached units fronting onto paseos (a linear, common open space feature), or onto two new public cul-de-sac streets that will branch off from Foxworthy Avenue. Except for the fact that these are detached units, they exhibit many of the qualities of garden townhouses as described in the City Residential Design Guidelines. Garden townhouse units have garages that take access from an alley and the front porches or unit entrances are oriented on the opposite side of the unit facing either a street or paseo. Typically, and as with this project, access to the front door is via a small, semi-private yard area adjacent to the paseo or street.

This project is the first to be proposed in the City of San Jose with this type of detached unit design that has been informally referred to as a “detached townhouse.” However, the applicants have recently constructed similar units in Campbell. Summerhill Homes has two applications currently pending for a variation of this housing product proposed for a portion of the Dairy Hill Project on Communications Hill, and in the Evergreen Specific Plan area.

The private lots are approximately 1,500 square feet in size. The homes have approximately 1,400 square feet of living space in two stories over a two-car garage, with six feet of separation provided between most of the individual units. Guest parking is provided on the new cul-de-sac streets and along the project’s frontage on Foxworthy Avenue. The project includes a 100-foot riparian corridor with no development, as well as several significant areas of common open space on the interior of the site. Private open space is provided in the form of the semi-private setback area and porch in front of each of the units. Please refer to the analysis section for more detailed discussion of the project design.

### **GENERAL PLAN CONFORMANCE**

The proposed project has a net density of 15.9 DU/AC. This density conforms to the site’s General Plan Land Use/Transportation Diagram designation of Medium Density Residential (8-16 DU/AC). A General Plan Amendment (File No. GP01-06-03) was initiated by Summerhill Homes last year to accommodate this subsequent proposal. This site’s General Plan designation had previously allowed commercial uses.

### **ENVIRONMENTAL REVIEW**

An Initial Study was prepared for this project and the Director of Planning circulated a Negative Declaration for public review on May 21, 2002. The key issues addressed included the potential impacts of traffic generated by the proposed project, the possible existence of archaeological resources on the site, road noise, removal of the existing trees on the site and riparian corridor impacts. The project includes standard mitigation measures that reduce any potentially significant impacts to a less-than-significant level.

### Traffic

An EIR was certified in January 1998 for the previous Planned Development Rezoning, which also included this portion of the overall site. The EIR was based on an analysis of 810 peak hour trips for the overall site. Fewer units were actually built on the Rubino property than originally analyzed in the EIR. The residential units built by KB Homes and Archstone, that collectively comprise the residential

component of the previous rezoning for the overall Rubino property, generate 736 peak hour trips, leaving 74 peak hour “surplus” trips for the development currently being proposed.

The Public Works Department completed an in-house trip generation analysis, estimating that the proposed project will generate 70 peak hour trips. Subsequent to the review by Public Works, 10 units were eliminated from the project due to the exclusion of the 0.92 portion of the site, which had been included in the initial project submittal. Based on this analysis, the Director of Public Works concluded that the traffic generated by the proposed project was analyzed and mitigated by the measures constructed by the northerly Rubino project in conformance with the Final EIR for that project. No additional traffic analysis is required and the project conforms to the City’s Transportation Level of Service (LOS) Policy. The mitigation measures provided by the previous project ensure adequate traffic capacity for the subject proposal.

### Archaeology

The project site is in a potential archaeological resource zone. However, there are no recorded sites on the property, and a reconnaissance of the site and subsequent subsurface testing did not locate any cultural resources. A field reconnaissance of the project site was done in April of 2001. The reconnaissance was conducted by walking over the site in parallel lines spaced closely enough to provide a visual inspection of the entire ground surface. No visible indicators of either prehistoric or historic archaeological deposits were seen.

In November of 2001, a total of 18 trenches were excavated to depths averaging 8 feet below the existing surface, starting at the river and expanding eastwards to the point where Foxworthy and Hillsdale Avenues meet. The trenches were located where the proposed streets are planned, where the deepest excavations should occur to install utilities. The pattern of trenching was spaced closely enough to have located any significant cultural deposits, similar to those discovered northerly of Foxworthy Avenue. No evidence of archaeological resources was observed during the testing.

The project site has a very high potential for containing buried archaeological resources primarily, prehistoric in nature, under the layers of imported fill and other materials now covering the property. This is in spite of the lack of any surface indicators discovered during the field inspection, and the lack of any aboriginal trace deposits in any of the excavated trenches. This finding is based on the experience with the development of the northerly Rubino project.

The northerly Rubino property was identified as being situated within a zone of demonstrable archaeological sensitivity. In 1996, over a dozen significant pre- and proto-historic archaeological sites had been discovered and investigated within a one-mile radius of that site. Many of these sites included human remains. That project did extensive surface and subsurface testing and no human remains were encountered. Monitoring of the site by a qualified archaeologist was a required condition of the project, as a precautionary measure. Grading of the site began in June 1998. Human remains were subsequently discovered and ultimately a total of 270 burials were excavated. A total of 224 burials were recognized as individuals as the rest contained only one or two bone fragments. This large archaeological site was recorded and is located less than a thousand feet to the north, near the corner of Hillsdale Avenue and Pearl Avenue.

Although the Negative Declaration includes the standard mitigation language to address the possibility of discovery of archaeological remains, the applicant has agreed with staff that monitoring of the site, by a qualified archaeologist, during grading and trenching shall be included in the project. The General Development Plan will be revised to add this project condition prior to final approval by the City Council. Should evidence of prehistoric cultural resources be discovered during construction, work within 50 feet of any discovery of cultural materials shall be stopped to allow adequate time for evaluation and mitigation. A

qualified professional archaeologist shall make an evaluation and, if the materials are deemed significant, develop and implement a mitigation program under the direction of the Director of Planning.

### Noise

Noise intrusion over the project site originates primarily from vehicular traffic sources on Foxworthy Avenue, which carries an estimated Average Daily Traffic (ADT) volume of 10,000 vehicles along the site, and from activities at the Capitol Ford auto dealership to the south. Mechanical ventilation and special noise-attenuating windows will be installed in the units that will have the most potential to be impacted by road noise. The noise report prepared for the project indicated that this mitigation will be sufficient to bring the interior noise levels into conformance with the General Plan's noise standard of 45 dB DNL.

The noise exposure at some of the units' front patios will exceed, by up to 6 dB, the General Plan's short-term exterior noise standard of 60 dB DNL. However, the General Plan standard recognizes that when exterior spaces are located near major roadways, it is sometimes impossible to achieve exterior noise standard conformance without eliminating the beneficial attributes of the exterior spaces. Requiring the installation of tall sound walls or other intrusive mitigation measures reduces the benefits of the space. Therefore, strict compliance of this exterior noise standard is not required of the project in this case.

### Trees

There are 22 non-riparian trees on the project site, ranging in diameter from 2 to 51 inches. The trees are non-native species, mostly Black Walnut trees and other former orchard trees. All of the non-riparian trees are proposed for removal. Fifteen of the trees to be removed are ordinance-size (greater than 56 inches in circumference). However, removal of these trees is not considered a significant environmental impact. Required placement of the trees at standard mitigation ratios is included in the project.

### Riparian Corridor

The Guadalupe River is considered one of the City's more significant riparian corridors under the City's Riparian Corridor Policy Study. The Riparian Corridor Policy guidelines generally call for a setback of 100 feet from the top of bank or outside edge of riparian habitat (whichever is greater). The riparian setback is intended to protect riparian habitat values from direct and indirect human-induced impacts. While this project will provide an average setback of 100 feet along the riparian corridor. This setback will be less than 100 feet in a few areas and greater than 100 feet in others. The worst case minimum setback would 75 feet for a very small portion of the overall riparian corridor frontage. The proposed total riparian setback area is approximately one acre (43,560 square feet). The proposed encroachment totals approximately 2,511 square feet, and the setback area that is greater than 100 feet is approximately 2,562 square feet.

The site itself does not represent a substantial movement corridor or "stepping stone" for any native wildlife since it is located between two significant roadways (Capitol Expressway and Foxworthy Avenue) in close proximity to each other that cross over the river. The Guadalupe River and associated riparian corridor does, however, provide for migration and regular movement for several aquatic and avian species. The project will include a setback with an average of 100 feet along the Guadalupe River. The project will not directly affect the river or its riparian habitat and will provide an adequate buffer to the riparian corridor. Therefore, the project conforms to the intent of the City's Riparian Corridor Policy.

### Burrowing Owls

The project site, in its current condition, lacks suitable burrowing owl habitat, and no suitable burrows were observed. A small number of ground squirrel burrows were observed along the banks of the Guadalupe River. Surveys that were conducted by the project's biological consultant in March and April of 2002 failed to detect

burrowing owls or evidence (e.g., feathers, white wash, pellets, etc.) of their presence. Thus, burrowing owls are considered absent from the site.

An additional pre-construction survey for burrowing owls, as well as raptors, shall be conducted onsite and in areas along the Guadalupe River by a qualified ornithologist within 30 days prior to the onset of ground disturbance. If any burrowing owls are discovered on the site during the pre-construction surveys, a burrowing owl relocation plan shall be developed and implemented, in conjunction with the California Department of Fish and Game and the Director of Planning.

## ANALYSIS

The primary issues concerned in the proposed rezoning are conformance to the City's Residential Design Guidelines (RDGs) with regard to site design and architecture, and compatibility with surrounding land uses. As noted above, this is the first time that this "detached garden townhouse" unit type has been proposed in the City of San Jose, and the RDGs do not directly address this design as a discrete unit type. Therefore, the analysis, for purposes of RDG conformance, is based on a hybrid of the RDGs applicable development standards for garden townhouses and for single-family detached houses. It is staff's opinion that the project substantially conforms to the RDGs intent for units of the proposed density and general single-family character, and that the project will be adequately, although marginally, compatible with the adjacent auto dealership land use. Please refer to the sub-sections below for more specific discussion on these topics.

### Overview

The primary distinction between the proposed units and more traditional single-family detached houses is that single-family detached houses are normally developed fronting out onto a public or private street, not onto a paseo. Most single-family detached houses are currently built with a front-facing attached or detached garage, or with a detached garage accessed from an alley, with a backyard located between the garage and the main residence. The proposed units differ in that, like a garden townhouse, the garage door is located on the back of the unit itself and the unit has no backyard. The units front out onto a semi-private front yard and an adjacent common area with landscaping and walkways. Garages are accessed from alleys that are out of view from many areas of the project.

The proposed unit type offers certain advantages, in that this type of layout allows for less of the gross site area to be taken up by new streets. By providing units that generally front onto 25-foot wide paseos rather than toward wider public streets as with traditional detached houses, substantially more land will comprise the "net" developable area of the subdivision. Density formulas (DU/AC) are applied to the "net" acreage of a site after the area for streets (public or private) are deducted. When less area is provided for streets, the number of units or density of a site can be increased. The project density and unit count are slightly lower than they would be for similar, attached townhouse units. The developer anticipates that the detached units' enhanced marketability will compensate for this fact.

Another advantage of this product is that the paseos can be an attractive and practical network of linkages within the site, and have the potential to form a safe, comfortable, walkable, internalized environment for the residents. This common open space feature, including play areas and other park-like spaces, is not an element of most single-family detached projects, where that type of function is traditionally shifted to public parks. For the units that front out towards a street rather than a paseo, the streetscape is more attractive than traditional single-family tracts as a result of the absence of garages, driveways and many of the vehicles.

Although not an issue with this project, the potential disadvantage of a site layout of this kind is that it has the potential to lack connectivity with the surrounding neighborhood and the community at large. Such projects could be perceived as an enclave that is inordinately internalized and unconnected to the local context.

Paseos, alleys and common open space areas would be not be publicly owned thereby requiring the establishment of a homeowner's association (HOA). The creation of such entities and/or their obligation for significant maintenance responsibilities can often be avoided or minimized with traditional single-family detached developments.

For these reasons and others, the proposed project is intended to serve as a test case for "detached townhouse" units of this type. The review and discussion of this project will shed further light on the advantages and disadvantages of this type of housing unit. This analysis will assist the city in determining whether this product type is appropriate for future projects.

### Site Design

Most of the units front onto on-site paseos or the two new cul-de-sac streets that will branch off from Foxworthy Avenue. The units at the southeast corner of the site front onto Foxworthy Avenue, while the other have a "corner-side" relationship to Foxworthy. Other major components of the site design include a 100-foot riparian setback and a common open space element that extends through a large, central area of the site. Alley-like driveways provide access to the units' garage doors and allow emergency vehicle access through the site in areas where this need is not adequately met by the two new streets. Because of its length, the driveway closest to "Street 1" will connect through to the street to allow emergency vehicle access, but will be gated off to prevent ordinary vehicular circulation and visibility of the "less attractive" garage side of units.

*Private Open Space.* The issue of front setbacks is made particularly sensitive by the fact that, lacking traditional "back yards," the small front patios in the front setback are the units' only form of "private" open space. These areas are to be enclosed by low fences or walls, approximately four feet tall. These fences will provide the balance for competing objectives of defining and protecting the sanctity of the private open space, while not concealing the front porches and hiding the building from the street or paseo. Although the building setback from the street is adequate, any landscape improvements in the "private" open space area would be substantially concealed, thus making minimal or no positive contribution to the landscaped streetscape that would ordinarily occur with traditional single-family houses. This adds to the need for a high quality, and properly sized landscaped area, between the private open space and sidewalk (see discussion under "setbacks/streetscape").

The proposed private patios are, however, generally consistent with the standards for garden townhouses. The RDGs recommend a minimum of 300 square feet of private open space for garden townhouses (400 square feet for single-family detached houses), with a minimum depth of 15 feet. The proposed front yards are nominally 10-12 feet deep, with a width of approximately 30 feet. The treatment of the patio walls, the interior/exterior grade relationships, as well as the front landscaping, will be further evaluated and refined at the Planned Development Permit stage to ensure an appropriate interface between the private lots and the common areas of the project. The project provides adequate setbacks and separations in accordance with the general intent of the Residential Design Guidelines.

*Common Open Space.* Common open space is provided in excess of the 150 square feet per unit recommended by the RDGs for garden townhouses. Common open space is not usually a required element of single-family detached housing projects. The areas of common open space are well located in relation to the units, and provide strong pedestrian linkages across the project. The open space areas

also establish a visual and aesthetic connection with the riparian setback area. The riparian area may or may not be accessible to residents of the project, depending on whether ownership of the setback area is dedicated to the Santa Clara Valley Water District for flood control purposes in the future. The project provides an appropriate amount of common open space in accordance with the general intent of the Residential Design Guidelines.

*Setbacks/Streetscape:* The side-on configuration for units on Foxworthy Avenue for much of the project represents the best balance of attractiveness and unit livability. Unattractive soundwalls are avoided and sizeable landscaped areas are provided that face towards the street. Front porches and unit entrances area oriented to quieter, more internalized areas of the site. Portions of the “diagonally-oriented” buildings along Foxworthy have 15-foot to 25-foot front setbacks, and are less than the 35 feet recommended by the RDGs for major public thoroughfares. It is staff’s opinion that the reduced setbacks are justified since the overall continuous building mass is small and there are considerable open areas along this frontage.

The front building setbacks for the interior street-facing units average about 12 feet from the back edge of the sidewalk. This is consistent the setbacks recommended by the Residential Design Guidelines for single-family houses on lot smaller than 3,000 square feet. As previously discussed, the front setback area will also be used as the private open space for the unit. The design of the fence or privacy wall must be carefully evaluated at the Planned Development Permit stage so that the proposed houses are not visually blocked from the street, but provide a reasonable level of privacy or separation from the public areas. The project will be designed to provide 2-3 feet of landscaping between the front fence and the sidewalk. Additionally, a traditional four-foot wide parkstrip will be provided to separate the street from the sidewalk. The park strip will provide ample area for the planting of street trees.

Staff acknowledges that for other future projects that propose a similar type of project in a more suburban setting, that such projects would be further improved if the width of the landscaping between the sidewalk and the private open space fence was increased. For this project, efforts will be made at the Planned Development Permit stage to fine-tune the site plan to increase the size of these landscaped areas where feasible.

*Riparian Setback.* A 100-foot riparian setback is required for the project to be in conformance with the City’s Riparian Corridor Policy. This is equivalent to the setback that was provided under the previous Planned Development Zoning that encompassed the existing residential developments built to the north in 1998. The proposed riparian setback is generally 100 feet in width, but includes a minor, approximately 2,500-square-foot encroachment in the vicinity of units 12 and 13. This encroachment will be compensated by the establishment of an equivalent sized area between lots 4 and 5, in accordance with the recommendations by the biotic consultant. Overall, the average riparian setback will be 100 feet (see “Environmental Review” section for more information). Additional requirements for land use compatibility of the project with the riparian habitat will be required as a condition of the PD permit. This will include interface details and such items as lighting, access, fencing, and maintenance.

*Parking.* Two covered parking spaces and 0.6 uncovered guest-parking spaces per unit are provided, for a total of 216 spaces. The proposed parking ratio of 2.6 spaces per unit conforms to the RDGs’ recommendations for garden townhouses. Single-family detached houses require slightly more parking, in that two covered parking spaces and one off-lot (or curbside) guest parking space is required for each unit.



Higher ratios are typically required for single-family detached housing projects for a variety of reasons. Parking studies conducted as part of the update to the RDGs in 1997 concluded that there are higher expectations for adequacy of parking provisions for single-family developments. Further, garage parking spaces for single-family detached houses have a greater tendency to be displaced and used for storage, thus creating a greater need for extra off-site parking.

Parking along the proposed or existing streets adjacent to the project frontage may be used to satisfy the guest parking requirements. All guest parking is provided along the project's Foxworthy Avenue frontage and the new private streets. Since the proposed units and yards areas are more comparable to garden townhouses, the parking ratios for this project should be the same. Staff believes that the parking is adequate and conforms to the Residential Design Guidelines.

### Architecture

The proposed two-story detached units have stucco siding and tile roofs. The project's proposed conceptual architecture is attractive in appearance, and includes an appropriate amount of variation among units to avoid a monotonous appearance. The final design of the units will undergo additional review and modification at the Planned Development Permit stage to ensure that the project will be an attractive asset to the streetscape along this major public thoroughfare. Particular attention should be paid to the articulation and detailing to enhance the corner-side elevations for the units facing Foxworthy Avenue.

### Compatibility with Adjacent Land Uses

The primary concern with regard to neighborhood compatibility is the site's proximity to the Capitol Ford dealership to the south. Interfaces between auto dealers--especially those with a substantial vehicle service component to their operations--and residential land uses are often problematic because of issues related to noise, lighting, activity on evenings and weekends, and aesthetics (outdoor storage of car parts, damaged and inoperable vehicles, etc.)

The owners of the Capitol Ford dealership filed a Conditional Use Permit (File No. CP02-026) to allow demolition of the existing building and construction of a larger facility in May 2002. The design of the new Ford project may provide some opportunities to improve the level of compatibility with this property. A masonry wall is proposed along the subject site's south property line. The proposed side-on unit relationship with no window openings facing the dealership along with a five-foot setback, will help reduce the potential noise impacts on future residents to some degree.

The applicant is currently negotiating with the Capitol Ford to finalize the disposition of the common property line location between the two uses upon the completion of the pending street vacation process for Old Hillsdale Avenue. This could provide additional setback separation or landscape opportunities. While the addition of more landscaped buffering would further improve the interface, it is likely that noise from the adjacent auto dealer will still be noticeable to future residents of the proposed project.

### **CONCLUSION**

The proposed detached garden townhouse concept has merit and should be further studied and addressed as part of any future update to the City's Residential Design Guidelines. Other developers have expressed similar interest in developing a project based on this design concept. The proposed project puts forth a good "test-case", but it should be recognized that there are a few potential shortcomings--particularly with regard to the design and location of the private open space areas.

## **PUBLIC OUTREACH**

Notices for the public hearing were distributed to the owners and tenants of all properties located within 1,000 feet of the project site and published in the San Jose Post record in conformance with the City's Public Outreach Policy. A total of three (3) community meetings were held on the project.

On May 22, 2002, the developers held a meeting with the Willows Homeowner's Association. This association represents the newly developed residential project across Foxworthy Avenue. The association endorsed the project.

On May 29, 2002, the developers held a general community meeting noticing property owners and residents within 500 feet of the site. Five members of the community were in attendance. They were generally supportive of the project and welcomed the development as a "buffer" from the auto dealership uses to the south.

On June 4, 2002, the developers met with the VEP Board of Director's. VEP had been vocal about concerns related to traffic issues for other recently considered and approved residential projects in the vicinity of the intersection of Capitol Expressway and Highway 87. The discussion focused on the traffic report prepared for the project. Upon the conclusion of the meeting, VEP indicated their concurrence with the findings of the report.

## **RECOMMENDATION**

Planning staff recommends the Planning Commission forward a recommendation of approval and the City Council adopt an ordinance rezoning the subject site for the following reasons:

1. The proposed rezoning conforms to the subject site's General Plan Land Use/Transportation Diagram designation of Medium Density Residential (8-16 DU/AC).
2. The proposed project substantially conforms to the *Residential Design Guidelines*.
3. The project furthers the goals and objectives of the City's in-fill housing strategies.
4. The proposed rezoning is compatible with existing and proposed uses on the adjacent and neighboring properties.